



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA



ZONING MAP CHANGE REPORT

Meeting Date: September 8, 2015

Table A. Summary			
Application Summary			
Case Number	Z1400020	Jurisdiction	City
Applicant	Horvath Associates, P.A., Tim Sivers	Submittal Date	July 28, 2014
Reference Name	US 70 Self Storage Center	Site Acreage	7.553
Location	3415 East US 70 Highway, opposite Page Road Extension and west of T.W. Alexander Highway		
PIN(s)	0759-04-74-1086 (partial)		
Request			
Proposed Zoning	Industrial Light with a development plan (IL(D))	Proposal	Self-storage facility
Site Characteristics			
Development Tier	Suburban Tier		
Land Use Designation	Industrial		
Existing Zoning	Industrial Light with a development plan (IL(D))		
Existing Use	Vacant		
Overlay	None	Drainage Basin	Falls of the Neuse
River Basin	Neuse	Stream Basin	Brier Creek
Determination/Recommendation/Comments			
Staff	Staff determines that this request is not consistent with the Metropolitan Transportation Plan and adopted Wake-Durham Comprehensive Street System Plan, as referenced in the Comprehensive Plan, policy 8.1.2g and UDO 3.5.6.D.3f.		
Planning Commission	Denial 1-10, on April 14, 2015. The Planning Commission finds that the ordinance request is not consistent with the adopted <i>Comprehensive Plan</i> . The Commission believes the request is not reasonable nor in the public interest and recommends denial based on problems with traffic congestion and inadequate transportation infrastructure.		
DOST	No comments.		
BPAC	No comments.		

A. Summary

This is a request to change the zoning designation for a 7.553-acre portion of a 14.1-acre parcel for a proposed self-storage center (not committed) of up to 250,000 square feet of

floor area. The site is the western 7.553-acre portion of 3415 East US 70 Highway, opposite Page Road Extension and west of T.W. Alexander Highway (see Attachment 1, Context Map). This request is not consistent with the *Comprehensive Plan* and applicable policies and ordinances.

Appendix A provides supporting information.

B. Site History

The subject site is included with a development plan established for the 14.1-acre parcel, case P96-75. This plan only shows development on the eastern side of the parcel thus not permitting development on the subject site (western portion). Additionally, the applicant desires direct access onto East US 70 Highway which is also not permitted on this development plan. The applicant's Statement of Change from the existing development plan is included; see Attachment 7.

C. Review Requirements

Planning staff has performed a sufficiency review for this Zoning Map Change request (reference UDO Sec. 3.2.4, Application Requirements [general] and 3.5.5, Application Requirements [for a Zoning Map Change]). This staff report presents the staff findings per Sec. 3.5.8, Action by the Planning Director, on the request's consistency with the Unified Development Ordinance and applicable adopted plans.

This review is based primarily on compliance with any applicable laws, plans, or adopted policies of the City Council. Any issues or concerns raised in this report are based on best professional planning practice unless they have a basis in adopted plans, policies, and/or laws.

D. Unified Development Ordinance (UDO) Compliance

This request is consistent with the requirements of the Unified Development Ordinance. The associated development plan (see Appendix A, Attachment 4, Development Plan reduction) provides the required elements for zoning map change requests in the IL(D) district (Sec. 3.5.6.D, Sec. 6.10.1.B).

Pursuant to Section 3.5.6.D.10, additional approvals can be sought through the development plan process. This application is requesting that a fence exceeding four feet in height be permitted in the street yard. Typically, a fence greater than four feet in height would require approval through the Board of Adjustment of a Minor Special Use Permit. The details supporting this request such as the location of the fence and the fence details have been committed to on the development plan (see Attachment 4, Development Plan). Generally, the applicant is proposing an ornamental fence of iron, aluminum, or approved equal, along the frontage of the site on East US 70 Highway.

In addition, commitments in excess of UDO requirements have been made (see Appendix D for supporting information):

Text Commitments. Text commitments are proffers that commit to requirements in excess of ordinance standards. The development plan associated with this request includes commitments to dedication right-of-way along US 70 Highway as well as reserve area for the future extension of Page Road. The applicant has also provided a text commitment to secure an alternate access to the site, at their own cost, in place of access drive #1 depicted on the development plan.

Graphic Commitments. Graphic commitments include the general location of three site access points, tree preservation areas, the building and parking envelope, location of a fence along East US 70 Highway, and location reserved for future right-of-way extension of Page Road Extension.

Design Commitments. Design Commitments are required of zoning requests that include a development plan for nonresidential projects. This request includes commitments that specify the committed design elements proposed for the site.

Determination. If the requested IL(D) zoning district is approved, this request would allow for a maximum of 250,000 square feet of floor area. This request is not consistent with UDO 3.5.6.D.3f which requires that the development plan conform to any adopted plan, including transportation plans that apply to the site such as the Metropolitan Transportation Plan (MTP). The proposed development plan shows direct access onto East US 70 Highway. The MTP and Wake-Durham Comprehensive Street System Plan shows this portion of East US 70 Highway as a freeway, thus, converting East US Highway 70 to a limited access facility. NCDOT has conditioned allowance of a temporary driveway at this location subject to owner's acceptance of responsibility to relocate the access point at the time the limited access roadway improvements are made. The applicant has provided a text commitment to secure a permanent access easement, prior to site plan approval, to be utilized when US 70 Highway is converted to a controlled access facility. The Planning Department can enforce the recordation of the easement. The cost of the physical improvements associated with relocating the site access point will not be borne by the City or County. It is staff's opinion that text commitment #3 (see Table D5 in Addendum D of this report or Attachment 4, Cover Sheet) substantially addresses the concerns about the City or County's responsibilities to the maximum extent legal and practical as possible at this stage of development.

Additional Approval Requested. In lieu of a Minor Special Use Permit, the applicant is seeking approval of a fence greater than four feet in height in the street yard along East US 70 Highway by including the required details on the development plan. The applicant shows an 8-foot high iron, aluminum, or approved equal, ornamental fence in the East US 70 Highway street yard along with the fence detailing sufficient to satisfy these requirements.

E. Adopted Plans

A zoning map change request must be consistent with the *Comprehensive Plan*. As such, other adopted plans have been included by reference in this document. Table E, Adopted Plans, in Appendix E identifies the applicable policies of the *Comprehensive Plan* and other adopted plans included by reference.

Determination. The requested IL zoning district and associated development plan is not consistent with the adopted plans and policies related to this site. Policy 8.1.2g, Transportation Plan Implementation, requires that Planning, when evaluating new development, consider conformance with collector street plans. The associated development plan shows direct access to East US 70 Highway which is not consistent with the MTP and Wake-Durham Comprehensive Street System Plan, adopted by reference (Comprehensive Plan policy 8.1.2e). The MTP and Wake-Durham Comprehensive Street System Plan shows this segment of East US 70 Highway as a limited access freeway.

Other conditions have been identified on an adopted plan that may be associated with the subject site:

Long Range Bicycle Plan, Map 4.8. The *Long Range Bicycle Plan, Map 4.8*, shows a proposed sidepath along US 70 Highway. No additional improvements are required or proffered with the subject zoning request.

Wake-Durham Comprehensive Street System Plan. A proposed collector street is shown through and along the western portion of the site as well as a proposed new freeway location for the frontage of the site along East US 70 Highway. While the development plan does not conform to the proposed limited access freeway as mentioned above, it does reserve area for the future extension of Page Road Extension.

F. Site Conditions and Context

Site Conditions. The subject site is the western 7.553-acre portion of 3415 East US 70 Highway. The site is mostly covered with a pine forest and the rear contains a portion of a mostly-off site farm pond and stream. As sewer easement and drainage easement bisects the northeastern corner of the site.

Area Characteristics. This site is located in the Suburban Tier on the north side of East US 70 Highway generally between Page Road Extension and T.W. Alexander Drive at the western boundary of Durham County. In the past several years there has been increasing interest in both residential and nonresidential development in this area which, in part, is associated with the Brier Creek commercial and residential development node immediately across the county line in Wake County. Zoning districts in the immediate vicinity of this site are RR, IL, IL(D) and CG.

Appendix F provides a summary of the uses and zoning in the more immediate vicinity of the subject site.

Determination. The proposed IL(D) district meets the ordinance requirements in relation to development on the subject site. Given the existing industrial and commercial uses in the area and considering the surrounding zoning district, the proposed IL district would allow a similar range of uses which includes office and support services to warehouses.

G. Infrastructure

The impact of the requested change has been evaluated to suggest its potential impact on the transportation system, water and sewer systems, and schools. In each case, the impact of the change is evaluated based upon a change from the most intense development using the existing land use and zoning to the most intense use allowed under the request.

See Appendix G for additional information.

Determination. The proposed IL(D) district is consistent with *Comprehensive Plan* policies regarding the infrastructure impacts of transit, utility, drainage/stormwater, schools and water supply. The proposal is not estimated to change student generation (no students estimated) and is estimated to increase water demand by 31,250 GPD, and increase traffic by 1,139 trips per day from the existing zoning. The existing infrastructure has available capacity to meet the water increase projection.

Unresolved Transportation Concern. The proposed Access Drive #1 to East US 70 Highway is in conflict with the current development plan which limits access to this parcel to the existing shared access driveway to the east. Additionally, the additional proposed access is inconsistent with the adopted Long Range Transportation Plan which proposes converting this portion of US 70 to a freeway. An NCDOT TIP project (U-4720) is approved but unfunded at this time for this conversion. Durham Transportation requested that the applicant remove the proposed access to East US 70 Highway and provide access to the proposed site via a cross-access connection to the Salem Leasing Company property to the east (the remaining portion of the existing parcel). The applicant has indicated they are unwilling to revise the plan to address this concern. However, the applicant has added a text commitment (#3) to secure a permanent access easement, prior to site plan approval, to be utilized when US 70 Highway is converted to a controlled access facility. The Planning Department can enforce the recordation of the easement and the cost of the physical improvements associated with relocating the site access point will not be borne by the City or County.

H. Staff Analysis

Staff determines that this request is not consistent with the Metropolitan Transportation Plan and adopted Wake-Durham Comprehensive Street System Plan, as referenced in the Comprehensive Plan, policy 8.1.2g and UDO 3.5.6.D.3f.

I. Contacts

Table I. Contacts		
Staff Contact		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
Applicant Contact		
Applicant: Tim Sivers, Horvath Associates, P.A.	Ph: 919-490-4990	tim.sivers@horvathassociates.com

J. Notification

Staff certifies that newspaper advertisements, letters to property owners within 600 feet of the site and the posting of a zoning sign on the property has been carried out in accordance with Section 3.2.5 of the UDO. In addition, the following neighborhood organizations were mailed notices:

- Inter-Neighborhood Council
- Friends of Durham
- Unity in the Community for Progress
- Fayetteville Street Planning Group
- Olive Branch Road Association
- Partners Against Crime – District 4

K. Summary of Planning Commission Meeting April 14, 2015 (Case Z1400020)

Staff Report: Ms. Wolff presented the staff report.

Zoning Map Change Request: IL(D) to IL(D)

Public Hearing: One person spoke in support favor and no one spoke in opposition. Chair Harris closed the public hearing.

Commission Discussion: Discussion centered on traffic congestion and zoning concerns.

Motion: Motion to deny Z1400020 (Miller, Huff 2nd)

Action: Motion denied, 1-10 (Padgett voting to approve)

Findings: The Planning Commission finds that the ordinance request is not consistent with the adopted *Comprehensive Plan*. The Commission believes the request is not reasonable nor in the public interest and recommends denial based on problems with traffic congestion and inadequate transportation infrastructure.

L. Supporting Information

Table K. Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: <ol style="list-style-type: none"> 1. Context Map 2. Future Land Use Map 3. Aerial Photography 4. Development Plan Reduction 5. Application 6. Submittal and Review History 7. Applicant's Statement of Change
Appendix B	Site History	N/A
Appendix C	Review Requirements	N/A
Appendix D	Unified Development Ordinance	Table D1: Designation Intent Table D2: District Requirements Table D3: Environmental Protection Table D4: Project Boundary Buffers Table D5: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans
Appendix F	Site Conditions and Context	Table F: Site Context
Appendix G	Infrastructure	Table G1: Road Impacts Table G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: <ol style="list-style-type: none"> 8. Planning Commissioner's Written Comments 9. Ordinance Form 10. Consistency Statement

Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Application
6. Submittal and Review History
7. Applicant's Statement of Change

Appendix D: Unified Development Plan Supporting Information

Table D1. UDO Designation Intent	
IL	Industrial Light (IL) – the IL district is established to provide for a wide range of light manufacturing, warehousing, and wholesaling activities as well as offices and some support services. Design standards of this district are intended to ensure such development is compatible with high visibility areas and to minimize impacts on the environment. While IL is an industrial district, other uses such as office and commercial may also be allowed. In addition to general light industrial uses, specific industrial uses allowed include junk yards, warehouses, and recycling centers.
D	Development Plan – the letter “D” following a zoning district indicates that a development plan has been included with a zoning map change request. This designation may be added to any zoning map change request to signify that a conceptual representation of the proposed site has been submitted that indicates how the proposed development could meet ordinance standards. Any significant change to the development plan would require a new zoning petition.

Table D2. District Requirements – IL			
	Code Provision	Required	Development
Minimum Site Area (square feet)	6.10.1.B	25,000	329,008
Minimum Lot Width (feet)	6.10.1.B	100	~400
Minimum Street Yard (feet)	6.10.1.B	40	40
Minimum Side Yard (feet)	6.10.1.B	30	30
Minimum Rear Yard (feet)	6.10.1.B	25	25
Maximum Height (feet)	6.10.1.B	50	50

Table D3. Environmental Protection			
Resource Feature	UDO Provision	Required	Committed
Tree Coverage	8.3.C4	10% (0.675 acres)	10% (0.675 acres)
Stream Protection (buffer in feet)	8.5.4.B	50	50

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	RR	0.6/0.8	0.8 (37.5 feet, width if reduced)
East	IL(D)	0.2/0.4	0.4 (15 feet, width if reduced)
South	IL	N/A (right-of-way greater than 60 feet)	None
West	IL	0.2/0.4	0.4 (15 feet, width if reduced)

Table D5. Summary of Development Plan		
Components	Description	Plan Sheet
Required Information	Intensity/Density. 250,000 square feet of floor area	D100
	Building/Parking Envelope has been appropriately identified.	D100
	Project Boundary Buffers have been shown.	D100
	Stream Crossing. None shown	N/A
	Access Points. Three (3) site access points have been identified.	D100
	Dedications and Reservations. Future Page Road Extension.	N/A
	Impervious Area. 85% (6.094 acres)	D100
	Environmental Features. Pond and stream as shown.	D100
	Areas for Preservation. Tree preservation areas.	D100
	Tree Coverage. 10% (0.675 acres)	D100
Graphic Commitments	<ol style="list-style-type: none"> 1. Location of three site access points 2. Location of tree preservation areas 3. Building and parking envelopes 4. Location of a fence along East US 70 Highway 5. Location of area reserved for future right-of-way extension of Page Road Extension. 	D100
Text Commitments	<u>Prior to the issuance of a building permit:</u> <ol style="list-style-type: none"> 1. Dedicate an additional 25 feet of right-of-way for the frontage of the site along US 70. 	Cover

Table D5. Summary of Development Plan		
	<p>2. As determined by City Transportation during the site plan review process, reserve or dedicate the right-of-way for the future extension of Page Road as illustrated on sheet D100.</p> <p>3. Owner agrees and acknowledges that US Highway 70 will be converted to a “controlled access” facility at some future date. At which time access Drive #1 will be subject to closure and removal without compensation to owner’s property (the “property”). As deemed necessary by the North Carolina Department of Transportation (NCDOT) and/or the City of Durham. Owner will secure alternate access at their own cost and meet minimum City of Durham standards to a public road from the property with a permanent easement over an adjoining property, which access easement shall be used by the property if and when access Drive #1 is closed. Such permanent access easement has been or will be memorialized in an easement agreement between the affected property owners to be recorded in the Durham County Register of Deeds and to run with the title to the property.</p> <ul style="list-style-type: none"> • The final location of access drive #1 will be determined by NCDOT and the City of Durham during the City’s site plan approval process, and neither NCDOT nor the City of Durham commits to the location of such driveway until a final driveway permit is issued by NCDOT and final site plan approval is given by the City of Durham. • Upon notification from NCDOT, the owner will close and remove driveway #1 and provide the alternate access as described above within 180 days after such notification. 	
SIA Commitments	None Provided	N/A
Design Commitments (Summary)	<p>1. <u>Architectural Style</u>: elements as indicated below.</p> <p>2. <u>Rooflines</u>: flat and sloped roofs, singly or in combination.</p> <p>3. <u>Building Materials</u>: choice or combination of metal, stucco, brick, block, stone, EIFS, vinyl, and fiber cement board with visible trim and accents. Metal shall not to be used as the primary material on a front façade of buildings located within 75 feet of the right-of-way line along US 70 Highway.</p> <p>4. <u>Architectural Features</u>: (for buildings within 75 feet of US 70 Highway) a choice or combination of store front window(s), corner tower elements(s), and parapet wall(s).</p> <p>5. <u>Context Area</u>: the development will provide infill between nonresidential uses to the northwest and southeast.</p>	Cover

Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
Future Land Use Map	Industrial: Land used primarily for industrial uses. Suburban Tier: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.2.2a	Suburban Tier Development Focus: Ensure that the Suburban Tier has sufficient land to accommodate anticipated population growth and its attendant demands for housing, employment, and goods and services, including opportunities for affordable housing and recreation.
2.2.2b	Suburban Tier Land Uses: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.3.1a	Contiguous Development: Support orderly development patterns that take advantage of the existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development.
2.3.2a	Infrastructure Capacity. Consider the impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. Measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.
2.4.2c	Location of Industrial Uses. Ensure new industrial uses have direct access to Major Thoroughfares, Minor Thoroughfares, or Collector Streets.
8.1.2g	Transportation Plan Implementation. Require new development provide facilities in conformance with collector street plans.
8.1.2j	Transportation Level of Service Maintenance: Not recommend approval for any zoning map change which would result in the average daily trips exceeding 110% of the adopted level of service standards for any adjacent road, unless the impact on the adjacent roads is mitigated.
8.1.4c and d	Development Review and the Adopted Bicycle Plans: Review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.
11.1.1a	School Level of Service Standard: The level of service for public school facilities shall be established as a maximum enrollment of 110 percent of the system's maximum permanent building capacity, measured on a system-wide basis for each type of facility.
11.1.1b	Adequate Schools Facilities: Recommend denial of all Zoning Map amendments that proposed to allow an increase in projected student generation over that of the existing zoning that would cause schools of any type to exceed the level of service.

Table E. Adopted Plans
<i>Long Range Bicycle Plan</i>
Map 4-8 shows proposed side path along US 70 Highway.
<i>Wake-Durham Comprehensive Street System Plan</i>
A proposed collector street is shown through and along the western portion of is site as well as a proposed new freeway location for the frontage of the site along East US 70 Highway.
<i>Metropolitan Transportation Plan</i>
A proposed collector street is shown through and along the western portion of is site as well as a proposed new freeway location for the frontage of the site along East US 70 Highway.

Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Single-family residential, agricultural	RR	N/A
East	Industrial	IL(D)	N/A
South	Convenience store with gasoline sales, restaurant, industrial	IL	N/A
West	Industrial	IL	F/J-B

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
US 70 is the major road impacted by the proposed zoning change. There are two scheduled NCDOT roadway improvement projects in the area.		
1) NCDOT TIP Project U-4720 will provide improvements to the US 70 corridor from Lynn Road to the Wake County Line. This project is currently unfunded. 2) NCDOT TIP U-4721 will construct the Northern Durham Parkway from US 70 to US 501 (N. Roxboro Street). This project is currently unfunded.		
Affected Segments		US 70 Highway
Current Roadway Capacity(LOS D) (AADT)		42,200
Latest Traffic Volume (AADT)		32,000
Traffic Generated by Present Designation (average 24 hour)*		0
Traffic Generated by Proposed Designation (average 24 hour)**		1,139
Impact of Proposed Designation		+1,139

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2011)

US 70: 4-lane divided Class I arterial with left and right-turn lanes

Source of Latest Traffic Volume: 2013 NCDOT Traffic Count Map

***Assumption (existing zoning)** – Per a determination by the Planning Director, no additional development is permitted under the existing development plan.

****Assumption (proposed zoning)** – Convenience Store with 7 fueling positions (maximum of 149 peak-hour trips).

Table G2. Transit Impacts
Transit service is currently provided one-quarter mile of the site along US 70 (west of Page Road Extension) and Page Road Extension (south of US 70) via DATA Routes 2 and 2A.

Table G3. Utility Impacts
This site will be served by City water and sewer.

Table G4. Drainage/Stormwater Impacts
The impacts of any change will be assessed at the time of site plan review. The subject site is of sufficient size and shape to accommodate appropriate stormwater facilities that may be required at this time.

Table G5. School Impacts			
The proposed zoning is not estimated to generate any students; the plan commits to nonresidential uses. The existing zoning would also not generate any students. Therefore, therefore no student impact is projected. Durham Public Schools serving the site are Spring Valley Elementary School, Neal Middle School, and Southern High School.			
Students	Elementary School	Middle School	High School
Current Building Capacity	16,794	7,760	10,259
Maximum Building Capacity (110% of Building Capacity)	18,473	8,536	11,285
20 th Day Attendance (2014-15 School Year)	16,545	7,465	10,074
Committed to Date (October 2011 – September 2014)	68	19	-35
Available Capacity	1,860	1,052	1,246
Potential Students Generated – Current Zoning*	0	0	0
Potential Students Generated – Proposed Zoning**	0	0	0
Impact of Proposed Zoning	0	0	0

*Assumption (existing zoning) – Per a determination by the Planning Director, no additional development is permitted under the existing development plan.

**Assumption (proposed zoning) – no residential permitted.

Table G6. Water Supply Impacts	
This site is estimated to generate a total of 31,250 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 31,250 GPD over the existing zoning district.	
Current Water Supply Capacity	37.00 MGD
Present Usage	27.17 MGD
Approved Zoning Map Changes (October 2011 – September 2014)	0.13 MGD
Available Capacity	9.70MGD
Estimated Water Demand Under Present Zoning*	0 GPD
Potential Water Demand Under Proposed Zoning**	31,250 GPD
Potential Impact of Zoning Map Change	+31,250

Notes: MGD = Million gallons per day

*Assumption (existing zoning) – Per a determination by the Planning Director, no additional development is permitted under the existing development plan.

**Assumption (proposed zoning) – Convenience Store with 7 fueling positions (maximum of 149 peak-hour trips).

Appendix K: Summary of Planning Commission Meeting

Attachments:

8. Planning Commissioner's Written Comments
9. Ordinance Form
10. Consistency Statement